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Note

Beginning with this issue, the name of the Map Research Bulletin is changed to Map Intelligence Review. The series designation, MR, is retained, however, and the numbers continue in the same sequence.

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I. MAP REPRESENTATION OF BOUNDARIES AND SIMILAR LINES IN WATER

The cartographer is faced with somewhat of a dilemma in attempting to represent the limits of sovereignty in water. Where two or more countries adjoin along straits or narrow seas studded with many islands or along braided rivers, the representation of sovereignty limits is difficult. It is also difficult to indicate the units of sovereignty or administration for widely scattered islands in the expanse of the oceans. Boundary lines or lines resembling boundaries drawn across water areas are convenient graphic devices for indicating the extent of sovereignty or control in these areas, but in many cases boundaries do not actually exist. The cartographer, consequently, runs the risk of creating a false impression by careless or uncritical use of boundary lines across water. Use of the international boundary symbol to represent lines in the high seas on official US Government maps might be exploited by foreign governments to support unjustified claims. It is the purpose of the present article to suggest a method of representing boundaries and analogous jurisdictional limits in water on the basis of the legal character of the lines themselves.

Proposed Types of Lines to Be Used

Three types of lines may be considered as boundaries in the true sense because they divide water areas over which, according to international law and custom, the adjacent states may claim sovereignty and because the lines have been defined as boundaries by

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agreements between the states concerned. These lines are (1) boundaries from the mainland through the territorial sea to the high sea or in narrow straits between two countries; (2) boundaries through lakes; (3) boundaries along rivers. Another type of jurisdictional limit in water is the line of allocation. The kinds of allocation lines referred to here are delimited by agreement between states as an aid in defining land areas over which sovereignty is conveyed; they extend through water but do not effect jurisdiction over the water. Finally, there is a type of line which, for want of a better term, may be designated as a line for grouping insular territories. It has no legal basis but is merely a cartographic device for separating islands under one sovereignty from islands or continental areas under another sovereignty.

The three types of true boundaries may be combined and represented by one symbol. This symbol would be the same as that used for international boundaries on land, although in certain situations an interrupted boundary symbol might be used across water and a continuous one on land. Each of the two other types of line -- namely, the line of allocation and the line for grouping insular territories -- would be represented by a distinct symbol. The type of symbolization that could be used is illustrated in the sample legend:

(1) — - - — - - — - - — International boundary in territorial seas, lakes, and rivers

or

- - —— - - ——

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(2) - - - - - - - - - - - - Line of allocation (by international agreement)

(3) . . . . . Line for grouping insular territories

The symbols used in this legend are chosen for illustrative purposes only. It might be found that three other symbols would fit more conveniently into the general symbolization used on any particular map.

In the following paragraphs the different types of lines are discussed in greater detail. Examples are given of situations in which each type of line might be used, but a complete listing of all places where the line might be used has not been attempted.

Boundaries through Territorial Seas

The territorial sea is the belt along the coast over which maritime states exercise sovereignty. Foreign vessels have the right of innocent passage through the territorial sea, and states may make special agreements regarding fishing, pilotage, and other activities by foreigners in their territorial sea, but for most purposes this belt of coastal waters is as much a part of the national territory of the state as is the land. The width of the belt varies according to the claims of individual states. The United States and over 40 other independent states claim a limit of 3 nautical miles, but some 19 other states claim limits of 4, 5, 6,

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9, or 12 nautical miles. 1/ Furthermore, there is no general agreement among states regarding the coastal base points or base line from which the width of the territorial sea should be measured or regarding other technical matters entering into the determination of the width of the belt. In view of this lack of precision regarding extent of the territorial sea, it is not advisable to attempt to represent the outer limit of the belt as part of the base material of maps.2/ Where the territorial sea of one state adjoins that of another, however, the boundary in the water is in many cases defined as precisely as is the land boundary, and it is practicable to indicate the water boundary on maps.

One example of a boundary defined through the territorial sea is the eastern segment of the boundary between the United States and Canada. The line, extending from the mouth of the St. Croix River through Passamaquoddy Bay to the high sea in Grand Manan Channel, 3 nautical miles from land, was defined in the convention of 11 April 1908 and in the treaties of 21 May 1910 and February 1925. The boundary consists of a series of straight lines connecting 15 fixed turning points. Representation of this boundary on maps

1. See articles by S.W. Boggs reprinted in Submerged Lands: Hearings Before the Committee on Interior and Insular Affairs, United States Senate, 82d Cong., 1st Sess., S.J. Res. 20, February 1951, pp. 507-555.

2. On nautical or aeronautical charts it may be desirable, however, to represent specific zones that are closed to foreign vessels or aircraft.

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is desirable because of the many islands in the border area and because the line is precisely defined by agreement.

The line between the territorial waters of Denmark and Sweden in the Sound, the narrow strait between the two countries, may also be shown as a boundary. This line was defined by the Danish-Swedish declaration of 30 January 1932. The boundary runs midway between the two coasts to a point somewhat northeast of Copenhagen. From this point southward it is a series of straight lines connecting defined points. Judging from the phraseology of the agreement, it seems that not all of the Sound was considered to lie within the territorial sea of either Denmark or Sweden. It is nevertheless stated that "the line in question shall form the boundary in the Sound between the territorial waters of the two countries as far as those territorial waters extend." 1/

A boundary similar in some respects to the Danish-Swedish line is that between the Greek island of Kastellórizon (Castellorizo) and the mainland of Turkey. Kastellórizon and several adjacent islets and rocks, formerly belonging to Italy but now a part of the territory of Greece, are located less than 1 nautical mile from the Turkish coast. A convention of 4 January 1932 between Turkey and

1. Text of the 1932 declaration is in League of Nations Treaty Series, Vol. 127, 1932, pp. 58-65; see also Royal Danish Hydrographic Office, Charts No. 131, Sundet, Nordlige Del, March 1943, and No. 132, Sundet, Sydlige Del, February 1944, 1:70,000; /Swedish/ Royal Hydrographic Service, Charts No. 272, Öresund, Norra Delen, 1936, and No. 271, Öresund, Södia Delen, 1934, 1:60,000. Both Swedish charts have been corrected to 1950.

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Italy designated the islets and rocks in the vicinity that belonged to each of the parties and defined a line that separated the territorial waters of each. The line consisted of several straight segments connecting points defined as midway between designated land points in Turkish and Italian territory, respectively. 1/ Since recent Greek maps show a generalized version of the line, it is assumed that the 1932 agreement is still considered valid as between Turkey and Greece. Turkish topographic maps show the line in somewhat more detail than do Greek maps, but neither Turkish nor Greek maps are completely adequate for this purpose.

A boundary that has been defined through the territorial sea is rarely represented on official maps of the countries concerned. An example of this situation is the France-Italy boundary. Although the 1892 agreement between the two states defining this line described it as a line delimiting fishing zones, the Italian authority on boundaries, Vittorio Adami, seems to consider it a true boundary separating the territorial sea of France and Italy. 2/ The boundary extends in a straight line seaward from the end of the land boundary, and its bearing is marked by two large colored triangles on the shore. The line is not generally shown on French

1. League of Nations Treaty Series, Vol. 138, 1933, pp. 245-249.

2. Vittorio Adami, Storia Documentata dei Confini del Regno d'Italia, Vol. 1, Rome, 1920, pp. 220, 397-398, including map; and Adami, National Frontiers in Relation to International Law, London, 1927, p. 50.

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and Italian charts or maps, possibly because there are no islands and few rocks lying off this coast. The insertion of the water boundary on the map would not aid materially in clarifying the limits of French or Italian sovereignty over land areas in the vicinity.

The USSR-Norway boundary demarcation agreement signed 18 December 1947 presents an instance of two states that did not complete their common boundary to the seaward limit of the territorial sea. The protocol describes the boundary as extending through the estuary of the Jacobselv stream and thence to a buoy in the Barents Sea, somewhat over one-third of a nautical mile northwest of the mouth of the Jacobselv, where the boundary stops. 1/ The question of a further extension of the boundary was probably left in abeyance because Norway and the Soviet Union are not in agreement on the extent of the territorial sea, the former claiming a 4-mile limit and the latter a 12-mile limit.

Use of the international boundary symbol for a line in the sea should be made only if the line is through the territorial sea and only if the line is documented by international agreements. Absence of such agreements may indicate that the area is in dispute. The boundary should also be plotted with as much precision as would be used for a land boundary, and generalization should be avoided.

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1. /Norway/ Overenskomster med Fremmede Stater, No. 4, 10 May 1950, pp. 151-273.

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Italy designated the islets and rocks in the vicinity that belonged to each of the parties and defined a line that separated the territorial waters of each. The line consisted of several straight segments connecting points defined as midway between designated land

Boundaries through Lakes and Inland Seas

The surface of a fresh-water lake that is bordered by more than one state is generally divided between the bordering states, although the entire lake or designated portions thereof may be declared open to the vessels of all the states and provision may be made for joint use of the lake waters for other purposes. The same general observations seem to apply to the smaller inland seas, but only a few of these that lie along boundaries. In rare instances, one riparian state possesses sovereignty over all or part of the surface of a lake, to the exclusion of another riparian state. Examples of large lakes that are divided between bordering states include the four Great Lakes that lie between the United States and Canada; Lake Geneva between Switzerland and France; Lake Hanka between the USSR and China; and Lake Victoria between Uganda, Kenya, and Tanganyika.

The United States-Canadian International Waterways Commission established a series of straight lines and lines following parallels of latitude as the international boundary through Lakes Ontario, Erie, Huron, and Superior. In Lake Victoria the Tanganyika-Uganda boundary coincides with the parallel $2^{\circ}S$, and the Kenya-Uganda boundary is an irregular line defined in such a way as to include specific islands within the boundaries of Kenya. Formerly it was customary in many instances to represent a boundary through the Dead Sea between Palestine and Transjordan, even though such a

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boundary between the two territories was never actually defined in detail. At present a portion of the armistice demarcation line between Israel and Jordan extends through the Dead Sea, but this boundary is not yet considered to be final.

Lake Nyasa is located entirely within Nyasaland, although two other territories also lie along its shores. The Nyasaland-Tanganyika boundary and the Nyasaland-Mozambique boundary lie along the northeastern and eastern shores of the lake, thus placing the entire body of water under the jurisdiction of Nyasaland.[1/]

The Caspian Sea, which is the largest inland body of water, is considered as somewhat like the open seas and oceans from the juridical point of view, although for most practical purposes the Soviet Union controls the Caspian. The Iran-USSR boundaries end at the shoreline of the Caspian, both on the east and the west side of the sea. Iran appears to claim a zone 6 miles wide in the Caspian, just as it does on the coasts of the Persian Gulf and the Gulf of Oman.

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1. The Nyasaland-Tanganyika boundary is incorrectly shown on many maps. The British Directorate of Colonial Surveys map of Tanganyika in the Colonial Office List, Map Supplement, London, 1948, is one that does not show the boundary correctly, but the map of Nyasaland in the same publication is correct in this respect. This boundary was first defined by an agreement between the United Kingdom and Germany on 1 July 1890. See Sir Edward Hertslet, The Map of Africa by Treaty, 3d edition, London, 1909, Vol. III, pp. 899-906. The Nyasaland-Mozambique boundary was first defined in a treaty of 11 June 1891 between the United Kingdom and Portugal. See Hertslet, Vol. III, pp. 1016-1026, and Colonial Office List, 1951, London, 1951, pp. 322, 375.

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Boundaries along Rivers

The scale at which the cartographer works will often automatically solve the problem of representing river boundaries. The width of his boundary symbol may be as wide as or wider than the line or band representing rivers and may completely cover the river symbol. At medium or large scales, however, the cartographer will wish to be precise in locating the line within the river and around or across islands. Many river boundaries are delimited with exactness, but others are defined only in general terms. The cartographer should not attempt to be more precise than the situation warrants.

The United States-Canada boundary from the Lake of the Woods eastward, in all of the portions where it coincides with rivers, consists of well-defined straight-line segments. As a general rule, however, boundaries in rivers are defined as following either the median line or the thalweg of the stream, but each of these terms is subject to conflicting interpretations. In addition, changes in the course or the shape of a stream may cause either the median line or the thalweg to change from the position that it occupied at the time the boundary agreement was made.

The United States-Mexico boundary follows the "center" of the Rio Grande, and the international commission administering the boundary is empowered to shift the boundary back to the river when the cutting off of a meander by the stream leaves a small bit of territory isolated from the country to which it belongs. In the

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case of the Thailand-Indochina boundary along the Mekong, the France-Germany boundary along the Rhine, and on other river boundaries, provisions were also made for accommodating the boundary line to changes in the river. On the other hand, it was provided in 1924 that the Austria-Switzerland boundary should continue to follow the old bed of the Rhine, even after new artificial channels had been cut.

In some "boundary" rivers there are no defined boundary lines. Soviet territory, for example, lies on the north and east banks of the Amur and Ussuri rivers, respectively, and Chinese territory lies on the south and west banks of both rivers, but there is no agreement defining a boundary in the streams or designating the islands that belong to each country. Consequently, there have been serious disputes about the ownership of the islands, especially the large islands near the confluence of the two rivers. The Yalu and Tumen rivers form the northern limits of Korea, but here again no boundary line has been legally defined in either stream.

The above observations point up the necessity for exercising the greatest care in the choice of source materials for plotting river boundaries. The most recent material available should be consulted respecting alignment of river channel, the location and configuration of islands, and the relation of these features to the boundary. Even maps that are current and detailed regarding the physical features of the river may be ambiguous in representing

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the boundary. If there is doubt regarding the location of the line in the stream or the sovereignty over islands, it would be advisable to use an interrupted boundary symbol in the approximate middle of the stream, but the symbol should be omitted in portions of the stream that contain islands of questionable sovereignty.

Lines of Allocation

Rather than attempt to name all the islands, islets, and reefs over which sovereignty is conveyed by a treaty, it has sometimes been considered more convenient to designate them by stating that they comprise all the territory situated within or to one side of specified lines of allocation. The sovereignty conveyed extends only to the land areas and surrounding belts of territorial sea and does not extend to the high seas within the allocation lines. The lines are not boundaries, although they are often incorrectly shown as such on maps.

The convention of 1867, by which the United States acquired Alaska, defined the western limit of the ceded territories by means of an allocation line. From a point on the parallel of 65°30'N the line extends northward midway between Big and Little Diomede islands and southwestward from the same point through Bering Strait and Bering Sea, passing through several specified points and ending at the meridian of 167°E. All land to the east of the line was transferred to the United States, and all to the west was retained by Russia. US Government mapping agencies have agreed to uniformity

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of treatment of this line in respect to both alignment and symbolization. The symbol to be used is a short dash, as distinct from the long dash and two short dashes used for boundaries. The notation "U.S.-Russia Convention of 1867" is to be placed along the line. 1/

Soviet maps show a sector of the Arctic Ocean bounded on the east and west by lines designated as boundary of "Polar Possessions of the USSR." These lines extend northward along meridians to the North Pole, the western line beginning approximately at the northern end of the Norway-USSR boundary and the eastern line beginning at the northern end of the Alaska-Siberia line described above (which Soviet cartographers often treat as an international boundary). The symbol used to represent these sector lines is similar to but not exactly the same as the international boundary symbol. Presumably the intention is to indicate that all land areas within this sector, both known and undiscovered, are claimed by the USSR, but it is also possible that jurisdiction is claimed over pack ice and water areas. The United States does not acknowledge the validity of Arctic sector claims such as this, and representation of these Soviet-claimed lines should be avoided on US maps.

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1. Finalized Report on Conference Held at HQ ACIS, 28 March 1951; Subject: Delineation of US-USSR Treaty Line on Maps and Charts, with Amendments Submitted by Department of State and US Navy Hydrographic Office. The conference included representatives of US Coast and Geodetic Survey, US Navy Hydrographic Office, Army Map Service, US Geological Survey, Department of State, CIA, and Aeronautical Chart and Information Service.

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Some lines of allocation, as defined by agreements, serve very well to show the limits of jurisdiction for general mapping purposes, but others do not. The Alaska-Siberia line, the lines around the Philippines, and those around Svalbard may be used effectively on general maps. Not similarly useful, however, are the lines defined in the 1947 Italian Peace Treaty for purposes of designating the Italian islands in the Adriatic Sea to be ceded to Yugoslavia. One of the allocation lines of the Italian Peace Treaty runs west of the western coast of Istria and the islands of Cres (Cherso) and Lošinj (Lussino); the other forms a frame around Lastovo (Lagosta) and adjacent islets and rocks. In the treaty text these lines served the purpose for which they were intended, but when placed on a map to show jurisdictional limits, they confuse rather than clarify the picture, since they lie too close to Yugoslav islands and too far away from Italian islands.

The line of allocation symbol, like the international boundary symbol, should be used only if the line can be documented by international agreement. It should be plotted with as much precision as possible. Ordinarily it should be used only for high-seas areas.

Lines for Grouping Insular Territories

It has long been customary for some map makers to enclose widely scattered Pacific islands belonging to the same country by boundary lines or bands of color. The practice is objectionable when the lines or bands are so prominent that they give the

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impression that vast reaches of the Pacific are under the sovereignty of the United Kingdom, France, the United States, or some other country. This objection does not apply, however, if the line used is inconspicuous and different from the international boundary line used on the map. Enclosing lines could also be used for island territories in the Atlantic and Indian oceans.[1]

The same type of line might be used on medium- or large-scale maps to indicate sovereignty or administration where islands lie close together or close to the mainland and where boundaries or lines of allocation do not exist. The Greek islands (other than Kastellórizon) in the Aegean Sea that lie close to the coast of Turkey furnish an example of this situation. A search has failed to reveal any formal agreement between Greece and Turkey delimiting the territorial sea to the east of these islands that is comparable to the agreement regarding Kastellórizon. Lacking definite knowledge of such an agreement, it appears desirable to use the line for grouping insular territories between Turkey and the Greek islands as far south as Rhodes.

1. The method was used on The World, 1:30,000,000, American Geographical Society, 1947 and 1950 editions.

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II. PROGRESS IN THE DEMARCATION OF THE INDIA-EAST PAKISTAN BOUNDARY

Demarcation activities along the India-Pakistan international boundary thus far have been confined to the East Pakistan-India section. East Pakistan, now the Pakistan Province of East Bengal, consists of the eastern two-thirds of the former Province of Bengal and a small part of western Assam. The Indian states having common boundaries with East Bengal are West Bengal, Bihar, Assam, and Tripura.

Along most of the East Pakistan-India boundary the definition of the Radcliffe Award of 1947 was accepted as the basis for demarcation. Different interpretations of the Radcliffe Award, however, led to an arbitration by an international tribunal established for that purpose. The Bagge Award issued by this tribunal on 4 February 1950 dealt with disputes at four points on the line. 1/ The surveys and demarcation activities, which began in November 1950, were based on the two awards, with the Directors of Land Records for East Bengal and the adjacent states of India being responsible for the undisputed portions of the boundary (Radcliffe

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proposals) and the central Governments of India and Pakistan being responsible for the disputed sectors of the boundary (Bagge proposals). 1/

Demarcation of the boundary has been a slow process not only because of disputes but also because of (1) the character of the climate, which limits activities to the months from October to April, and (2) the minute irregularities in the boundary course, which correspond with the limits of tax-paying, village, or farming units throughout much of the course. 2/

Specific information on the exact course of the boundary between India and East Pakistan, particularly with reference to some of the disputed areas, is not available and probably will not become available until the entire line has been demarcated. The demarcation of the entire East Pakistan-India line is scheduled for completion by March 1953. 3/

The following paragraphs are a summary of progress on demarcation of the East Pakistan-India boundary as indicated by available

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3. FBIS, Far East, 15 February 1951, p. FFF-5 (Restricted).

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reports. For purposes of discussion, the boundary is broken down into three sectors based on the Indian states lying adjacent to the Pakistan Province of East Bengal: (1) the East Bengal-West Bengal sector; (2) the East Bengal-Assam sector; and (3) the remaining sectors, which include the East Bengal boundary with the Indian states of Tripura and Bihar.

East Bengal-West Bengal Sector

The work of demarcation began in November 1950 along the East Bengal and West Bengal boundary, which is reported as having a length of about 765 miles. By the latter part of February 1951, over 100 miles of the undisputed portion of this boundary had been surveyed and pillar locations suggested. 1/ At this time, work also was progressing on the two major disputed sectors of the boundary: namely, (1) between the districts of Murshidabad in India and Rajashahi in Pakistan, where the boundary follows the Ganges River, and (2) at the junction of the Mathabhanga and the Ganges rivers, which is the northern point of the line that separates the Indian section of Nadia from the Pakistan section (now called Kushtia). 2/

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1. FBIS, Far East, 23 February 1951, p. GGG-1 (Restricted); and [redacted]

2. The districts referred to in this report are shown on the following map: India: Showing Political Divisions in the New Republic; 1:4,435,200; Survey of India, 1950; CIA Map Library Call No. 72118.

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As of February 1951, aerial photography of about 90 miles of the Murshidabad-Rajashahi sector had been completed and hydrographic surveys had been begun. 1/ According to the Bagge Award the mid-channel of the Ganges was to be determined by these surveys, and reference markers were to be placed on the land so that, regardless of future changes of the course of the river, the boundary would remain fixed. 2/ In April 1951 the hydrographic surveys were completed, and in May 1951 the findings establishing both the mid-channel of the Ganges and its junction point with the Mathabhanga River were approved by both India and Pakistan. 3/

The actual demarcation (placing of boundary pillars) of only the sector of the line dividing Nadia from Kushtia is confirmed by available information. The demarcation of this sector was completed on 26 March 1951. 4/ There is a possibility that demarcation of the undisputed Malda-Rajashahi sector of the East Bengal-West Bengal boundary has also been completed, since plans had been made to proceed to this sector immediately after the work on the Nadia-Kushtia

1. FBIS, Far East, 23 February 1951, p. GGG-1 (Restricted); and

25X1A [redacted]

3. FBIS, Far East, 11 April 1951, p. HHH-2; 9 May 1951, pp. GGG-8-9 (Restricted).

4. FBIS, Far East, 27 March 1951, p. HHH-2 (Restricted).

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sector had been finished. 1/ A dispute arising during the demarcation of the East Bengal-West Bengal boundary in the vicinity of Jalpaiguri, India, has been settled, and this sector of the boundary may also have been demarcated. 2/

East Bengal-Assam Sector

Surveys of the undisputed sectors of the East Bengal-Assam boundary were well advanced by February 1951, but disputes regarding a portion of the East Bengal-Assam boundary between the districts of Cachar (Assam) and Syhlet (East Bengal) -- in the areas of the Patharia Forest Reserve and the Kusiyara River -- had not been completely resolved as of that date. Apparently there was some disagreement on interpretations of the Bagge Award. 3/

In June 1951 a dispute arose about the police administration and tax collection on three islands in the Brahmaputra River, which is crossed by the boundary at a point between the districts of Goalpara (Assam) and Rangpur (East Bengal). This dispute was basically similar to many other post-partition disputes along the boundary. The absence of a demarcated line often led to so-called violations of the international boundary. The most effective

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solution of such problems is the demarcation of the boundary at the earliest possible date. In the case of the three islands in the Brahmaputra, demarcation was begun in August 1951. Though difficulties were encountered with regard to survey markers that had been laid the previous winter, the demarcation was expected to be completed soon after a theodolite survey had been made. 1/

The most recent official information on any part of the India-East Pakistan boundary concerns the Assam-East Bengal sector. At the close of 1951 it was reported that an aerial photographic survey of 400 miles of the East Bengal-Assam boundary had been started. According to plans this survey will result in a system of permanent boundary markers. 2/

East Bengal Boundary with Tripura and Bihar

No specific information has been received regarding the actual laying of markers on either the Tripura or the Bihar sectors of the boundary with East Bengal. In October 1951, however, a Pakistan report stated that the delimitation of the boundary between Tripura, Assam, and West Bengal with East Bengal, including surveys and

25X1A [redacted]

25X1A [redacted] FBIS, Far East, 10 August 1951, pp. GGA-3-4; 13 August 1951, p.HHH-2; 15 August 1951, p. GGG-5, p. HHH-2; and 29 August 1951, pp. GGG-3-4 (Restricted).

2. FBIS, Far East, 2 January 1952, p. HHH-1 (Restricted); and

25X1A [redacted]

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suggestions for the location of markers, was nearing completion. 1/ No mention was made of the Bihar-East Bengal sector in this report.

1. FBIS, Far East, 2 October 1951, p. HHH-2 (Restricted).

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III. BUDAPEST ADMINISTRATIVE DIVISIONS

On 1 January 1950 the boundaries and identifying numbers of the wards or districts of Budapest were changed and the area of the city was nearly doubled by annexing numerous suburban towns and villages. 1/ This revision of city boundaries was much broader in scope than any of the previous adjustments made since modern Budapest was formed in 1873. Although a few of the 22 new units have boundaries similar to those in effect under the old system, not one of the 14 districts existing in 1949 was unaffected by the changes. Within the limits of the old boundaries the 1948 population of Budapest was 1,058,288. The 1950 annexations raised this figure to over 1,500,000.

By the early 1920's, suburban development around Budapest was sufficiently important to require the delineation of a "metropolitan district" for planning purposes and for collecting statistics. This entity included the city and about 20 adjoining towns and districts which remained legally separated from the metropolis. The administrative reform of 1950 joins to Budapest most of the communities that made up the peripheral belt of the former metropolitan district. Some of these were farm villages of long standing which became suburbs after they were linked to Budapest by

1. A brief announcement of these changes appeared in Map Research Bulletin, No. 17, August 1950.

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railroads; others are fairly new developments which have always been suburban in character. The new boundaries also bring within the city limits almost all of the outlying industrial districts, as well as several residential areas inhabited chiefly by industrial workers. The residents of the newly incorporated areas will probably benefit by receiving improved municipal services.

Although the extensive annexations might at first appear to be merely another reflection of Communist zeal for centralization, the move marks the culmination of a long historical process, and it is likely that the city limits would have been extended in a similar manner even if the postwar government had not developed along Communist lines. The idea of molding the administrative system to the Soviet pattern probably played an important part in working out the details of the new district boundaries. The need for tightening control over the population may not have been a primary consideration, but it undoubtedly received attention, as did the propaganda value of eradicating all traces of the old regime. It is likely that long-range plans for industrial expansion also figured prominently in the drawing of the new boundaries.

The new districts and the scarcity of adequate maps portraying them have caused confusion in interpreting current reports on Budapest. It is often difficult, for example, to tell whether a reference to a numbered district is keyed to the old or the new system. It is believed that the accompanying map, CIA 12162, which shows

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the new boundaries superimposed on the old, will, in some cases, alleviate this difficulty. In compiling the map the old boundaries were taken from a 1949 map at the scale of 1:15,000, whereas the new boundaries were drawn from a small-scale official map that appeared in Hungarian newspapers shortly before the changes became effective.

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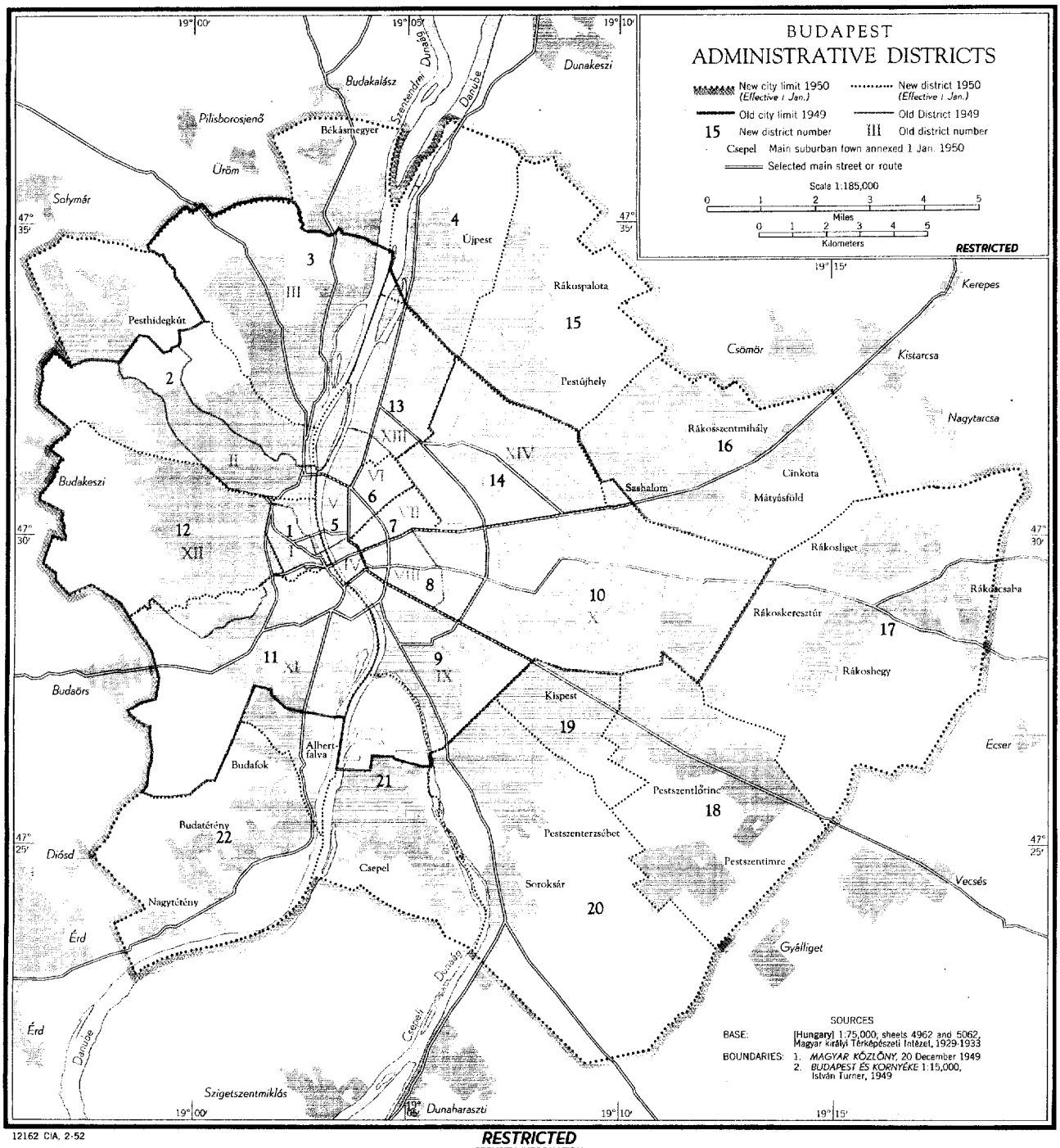

12162 CIA, 2-52

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IV. RAILROAD REPRESENTATION ON SOVIET MAPS: 1951 and 1947

The 1951 Soviet map at 1:8,000,000, Soyuz Sovetskikh Sotsialisticheskikh Respublik (Union of Soviet Socialist Republics) (CIA Map Library Call No. 76614), provides new railroad information not given on the 1947 Soviet political-administrative map at 1:4,000,000 (reprinted as CIA 11043), which is regarded as the best general reference map available for railroad information on the USSR as a whole. The 1:8,000,000 map shows nine new lines, one of which is under construction, and indicates changes in the alignment of two lines that were under construction as of 1947. In spite of this additional information and the recency of the new map, it is less complete than the 1947 map and should be regarded as supplementing rather than superseding it.

The existence of seven of the new lines shown has been confirmed by the 1950 Soviet railroad timetable or by the 1951 map Politiko-Administrativnaya Karta SSSR (Political-Administrative Map of the USSR) at 1:5,000,000 (CIA Map Library Call No. 74996) that was used for comparative purposes even though its railroad representation is inferior to that on either of the other maps. Details concerning the location, administering railroad system, trackage, and length of each of the nine new lines are given in the accompanying table (see p. 31).

It seems probable, however, that the positions given for the two lines under construction may be more accurately presented on

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the 1:4,000,000 map than on the 1:8,000,000 map, since the lines on the former cross areas of denser population or greater economic significance.

The alignment of the railroad being constructed from Mointy (47°10'N-73°33'E) to Chu (46°36'N-73°42'E), as shown on the 1:4,000,000 map, runs directly south from Mointy, passing in the vicinity and to the west of Lake Balkhash and serving 10 populated places. On the 1:8,000,000 map the line runs more to the southwest, crossing the sparsely populated Muyun-Kum desert. The greatest difference in distance between the lines is about 100 kilometers. The former alignment is in closer agreement with official Soviet statements than is the latter and is further supported by a map published in Kazakhstanskaya Pravda on 12 November 1950.

The Akmolinsk (51°10'N-71°26'E)-Pavlodar (52°17'N-76°57'E) line, as shown on the 1:4,000,000 map, runs through fairly rough terrain but at Ekibastuz-Ugol' passes near strip coal mines that are expected to produce 600,000 metric tons of coal yearly. On the 1:8,000,000 map the railroad follows a more northerly course. Although it passes through relatively gentle terrain, the only known mineral resource of this area is copper ore, which has been described as lean and of unknown quantity. The more northerly course would also bypass the town of Zelenaya Roshcha.

The following table gives brief descriptions of the new lines shown on the 1951 map at 1:8,000,000.

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	Railroad Line	Railroad System	Trackage and Gauge	Length	Confirming Sources: 1950 Timetable	Confirming Sources: 1951 map at 1:5,000,000
1.	Ilya-Uuksu (61°30'N-31°35'E)-Olonets (60°59'N-32°59'E)	Kirov	Single, Broad Gauge	100 Km	Listed	Shown
2.	Okhochevka (51°53'N-36°44'E)-Kolpny (52°14'N-37°02'E)	Dzerzhinskiy	Single, Narrow Gauge	59 Km	Listed	Shown
3.	Ryazan' Pristan' (54°38'N-39°45'E)-Tuma (55°09'N-40°33'E)	Gor'kiy	Single, Narrow Gauge	90 Km	Listed	Shown
4.	Lenkoran' (38°45'N-48°51'E)-Astara (38°27'N-48°52'E)	Azerbaydzhan	Single, Broad Gauge	30 Km	Listed	Shown
5.	Ishimbay (53°27'N-56°00'E)-Yermolayevo (52°43'N-55°48'E)	Kuybyshev	Single, Broad Gauge	90 Km (approx.)	Not Listed	Not Shown
6.	Seyda (67°05'N-63°07'E)-Labytnangi (66°39'N-66°30'E)	Pechora	Single, Broad Gauge	170 Km (approx.)	Listed, No Km Reference	Shown
7.	Kurgan Tyube (37°50'N-68°47'E)-Stalinabad (38°35'N-68°47'E)	Ashkabad	Single, Narrow Gauge	90 Km (approx.)	Not Listed	Shown
8.	Kulunda (52°35'N-79°00'E)-Malinovoye Ozero (51°48'N-79°45'E)	Omsk	Single, Broad Gauge	118 Km	Listed	Shown as Completed Only to Mikhaylovka
9.	Malinovoye Ozero (51°48'N-79°45'E)-Semipalatinsk (50°25'N-80°16'E) (under Construction)	Omsk	Single, Broad Gauge	135 Km (approx.)	Not Listed	Not Shown

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V. BRIEF NOTICES

A. MAPPING PROJECT IN IRAQ

A contract to prepare maps of several thousand square miles of underdeveloped territory in Iraq has been awarded by the Iraq Government Development Board to Hunting Aero Surveys, a British mapping firm. The exact area to be covered has not been disclosed, but the photographic survey reportedly will require 2 years.

The maps, to be prepared over a 5-year period by photogrammetric methods, are to be used as a basis for planning new Iraqi development programs, including road construction, land settlement, and power and water supply. They will also be used in the preparation of geological maps as part of a survey of the mineral resources of Iraq.

A Hunting survey team began work in Iraq in November 1951. The plane being used for the photographic missions is a Percival Survey Prince, a two-engined high-wing aircraft with special camera mounts in the fuselage.

B. AERIAL MAPPING OF LIBERIA

Plans have been made by the governments of the United States and Liberia for aerial photography and magnetometer surveys of parts of the Republic of Liberia. Through the Technical Cooperation Administration the US Government has contracted with the Aero Service

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Corporation of Philadelphia to make the surveys. Two earlier surveys have been made -- by the "Casey Jones" project of the US Army during World War II and by the US Air Force in 1949. However, both of these projects resulted in only partial coverage, owing chiefly to navigational difficulties and the prevalence of poor visibility from the flight altitude of 20,000 feet.

The present project for continuing the aerial photography and surveying of Liberia is a part of the Point IV Program for assisting in the economic development of the country. It is felt that the success of this program is dependent, in part, on precise knowledge of terrain features, minerals, and roads. Currently, one plane, without Shoran equipment, is making magnetometer surveys and flying some aerial photography. It is expected that Shoran equipment will be available by September 1952, at the beginning of the season of the clearest weather, so that an accurately controlled series of photographs may be produced.

C. COMMUNAL MAP OF ITALY

A map showing the boundaries of the 90 provincie and some 7,700 communi of Italy -- Carta d'Italia con i Confini dei Communi, 1:500,000, Edizione G. De Agostini, Milano 1951 (CIA Call No. 75016) -- has recently been received in Washington. The publisher is not to be confused with the De Agostini organization in Novara. The map is also available at the Army Map Service and the Library of Congress.

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D. LAND AREA OF THE GREEK NOMOÍ

During the last decade the number of nomoí (second-order administrative divisions) in Greece has been increased from 38 to 50. The Greek Government has not yet published the areas of the 15 new nomoí or of the 10 others that have undergone a change in areal extent. For purpose of plotting densities, the areas of the new and altered nomoí were planimetered or computed and are included in the complete list of nomoí on the following page. The probable error in the areas given is estimated at plus or minus 2 percent, owing principally to inaccuracies in the maps and to a lesser degree in the planimeter. In the list, new nomoí are indicated by asterisks.

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	Nomós	Sq. Km.		Nomós	Sq. Km.
1.	Aitolía kaí Akarnanía	5,583	26.	Khios	902
2.	Akhaía	2,956	27.	Kikládhes	2,650
3.	Argolís*	2,284	28.	Kilkís	2,508
4.	Arkadhía	4,327	29.	Korinthía	2,233
5.	Árta	1,741	30.	Kozáni	6,215
6.	Attikí*	3,758	31.	Lakonía	3,764
7.	Dhodhekánisos*	2,681	32.	Lárisa	5,383
8.	Dráma	3,497	33.	Lasíthion	1,911
9.	Evritanía	2,164	34.	Lésvos	2,166
10.	Évros	4,234	35.	Levkás*	433
11.	Évvoia	3,981	36.	Magnisía*	2,522
12.	Flórina	1,774	37.	Messinía	3,821
13.	Fokís	2,039	38.	Pélla	2,802
14.	Fthiótis*	4,385	39.	Piería	1,340
15.	Ilía	2,147	40.	Préveza	990
16.	Imathía*	1,543	41.	Réthimnon	1,508
17.	Ioánnina	5,066	42.	Rodhópi	2,608
18.	Iráklion	2,561	43.	Sámos	833
19.	Kardhítsa*	2,633	44.	Sérrai	4,056
20.	Kastoría*	1,729	45.	Thesprotía	1,507
21.	Kaválla	2,169	46.	Thessaloníki	3,426
22.	Kefallinía	717	47.	Tríkala	3,232
23.	Kérkira	638	48.	Voiotía*	3,051
24.	Khalkidhikí	3,204	49.	Xánthi*	1,744
25.	Khaniá	2,399	50.	Zákinthos	408
				Áyion óros 1/	339

1. A semiautonomous area, not a nomós.

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